

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

Shipping.

April 23, 1877.

NOTICES OF FIRMS.

NOTICE.
WE have this Day Opened a Branch of our Firm at AMOY. Mr F. F. BIRWELL will act as our AGENT at that Port.

RUSSELL & Co.
Hongkong, May 1, 1877. je2

NOTICE.
MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. jy16

NOTICE.
I HAVE this Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.
MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. se18

VICTORIA DISPENSARY.
ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUICKSHANK,
Manager.
Hongkong, November 21, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA MCNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co.
NYASSA, British ship, Captain W. S. Garriock.—Douglas Lapraik & Co.

TULLOCHGORM, British 3-m. schooner, Captain Mason.—Wielor & Co.
NELSON, British steamer, Capt. Thomas Staples.—Jardine, Matheson & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.
VESTA, German barque, Captain R. Dirks.—Melchers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

TEWKESBURY L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship
"YESSO,"
Capt. S. ASHTON, will be despatched for the above Ports TO-MORROW, the 16th instant, at 10 a.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 15, 1877. my16

FOR SHANGHAI.

The Steamship
"AMOI,"
G. H. DREW, Master, will be despatched for the above Port TO-MORROW, the 16th instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 15, 1877. my16

FOR SWATOW, AMOY & FOOCHOW.

The British Steamer
"KILLARNEY,"
Capt. H. O'NEILL, will be despatched for the above Ports on SATURDAY, the 19th inst., at 3 p.m.

For Freight or Passage, apply to
AH YON.
Hongkong, May 15, 1877. my19

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 18th May, 1877, at Noon,—
Crockery Ware, Dinner, Dessert, Cheese, and Soup Plates, Side Dishes, Meat and Baking Dishes, Soup Tureens, Mugs, Tea Cups and Saucers, Toilet Sets, &c.

Perfumery, Hair Oil, Pomatum, Soap, Cologne Water, &c.
Stationery, Letter and Note Paper, Envelopes, Steel Pens and Pencils.
Cotton Stocks, Tooth Brushes, Silk Umbrellas, Tea Sets, Table Knives, and Sundries.

Also,
1 Iron Water Tank.
1 Light 2-oared Rowing Boat, with Oars, Masts, Sails, &c.

And
1 Grey Australian HORSE.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, May 15, 1877. my18

SHIPPING.

ARRIVALS.
May 16, June, H. M. man-of-war, 900, Lt. A. H. Boldero (Commanding), Singapore April 30.

May 15, Amoy, British steamer, from Canton.

May 15, Eudoxie Adolphine, French brig, from Whampoa.

DEPARTURES.
May 15, Alina, for Keelung.
15, Wealthy Pendleton, for Keelung.
15, Arabella, for Swatow.
15, Norma, for Swatow.
15, Irene, for Newchwang.
15, City of Peking, for Yokohama and San Francisco.

CLEARED.
Yesso, for Coast Ports.
Peronia, for Shanghai.
Amoy, for Shanghai.
Beethoven, for Keelung.
Anchises, for London, &c.
St. Joseph, for Bangkok.

PASSENGERS.
DEPARTED.
Per Amoy, for Shanghai, Mr and Mrs Deestgen, and Mr Marchise.
Per City of Peking, for San Francisco, Capt. N. B. Palmer, Mr and Mrs Palmer, 8 Steerage, and 1,000 Chinese.
Per Arabella, for Swatow, 2 Chinese.
TO DEPART.
Per Anchises, for London, Mr Wm. Malcolm. For Straits, 142 Chinese, and 2 Distressed Seamen.
Per Peronia, for Saigon, 100 Chinese.
Per Amoy, for Shanghai, 2 Europeans, and 50 Chinese.

SHIPPING REPORTS.
None.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW, AMOY, & FOOCHOW.—
Per YESSO, at 9.30 a.m. To-morrow, the 16th inst., instead of as previously notified.

For AMOY AND TAMSUI.—
Per TAIWAN, at 11.30 a.m., on Wednesday, the 16th inst.

For SHANGHAI.—
Per AMOY, at 3.30 p.m. To-morrow, the 16th inst.

For AMOY.—
Per ALBA, at 9.30 a.m., on Thursday, the 17th inst., instead of as previously notified.

For STRAITS SETTLEMENTS AND CALCUTTA.—
Per KILLARNEY, at 2.30 p.m., on Thursday, the 17th inst.

For SWATOW, AMOY & FOOCHOW.—
Per KILLARNEY, at 2.30 p.m., on Saturday, the 19th inst.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet ZAMBESI will be despatched with the Mails for Europe, &c., on SATURDAY, the 19th instant.

The following will be the hours of closing the Mails, &c.:—

Friday, 18th instant.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT Box, which remains open all night.

Saturday, 19th instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra.

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only, addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, May 11, 1877. my19

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet BRISBANE, will be despatched from Hongkong on TUESDAY, the 22nd inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Koppal Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, May 14, 1877. my22

MAILS BY THE FRENCH PACKET.—

The French Contract Packet MEUKONG, will be despatched from Hongkong on SATURDAY, the 26th inst., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, May 25th.—

5 p.m., Money Order Office closes. Post Office closes except the NIGHT Box, which remains open all night.

Saturday, May 26th.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, May 12, 1877. my28

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC will be despatched on MONDAY, the 28th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 15, 1877. my23

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Dec. 23, Ino, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 28, Cassan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryte, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 6, Carriall, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 17, Theresa Bahn, from Cardiff to Hongkong.

Feb. 18, Matchless, from Cardiff to Hongkong.

Feb. 19, Cactus O., from Cardiff to Hongkong.

Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Malpu, from Cardiff to Hongkong.

Feb. 20, Fenrich, from London to Hongkong.

Feb. 22, Enid, from London to Hongkong.

Feb. 22, Osaka, from London to Hongkong.

Feb. 23, Belled VII, from London to Shanghai.

Feb. 27, Gold Hunter, from Cardiff to Hongkong.

Feb. 28, City of Aberdeen, from London to Shanghai.

Feb. 28, M. M. B. Park, from Sunderland to Singapore and Hongkong.

Feb. 28, J. J. Ferguson, from Glasgow to Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to Hongkong.

March 1, Brown Brothers, from Cardiff to Hongkong.

March 1, Khedive, from Antwerp to Hongkong.

March 2, Parana, from Cardiff to Hongkong.

March 3, Caller Ou, from Cardiff to Shanghai.

March 4, Nimbus, from Cardiff to Hongkong.

March 4, Jala, from Cardiff to Hongkong.

March 6, Lord Macaulay, from Cardiff to Hongkong.

March 7, Alceste, from Cardiff to Chefoo.

March 10, Sir Lancelot, from London to Shanghai.

March 13, Golden Spur, from Cardiff to Hongkong.

March 16, Antwerp, from London to Hongkong.

March 16, Coldstream, from New York to Shanghai.

March 16, Bessie Morris, from Swansea to Amoy.

March 19, Victoria, from Swansea to Hongkong.

March 19, C. W. Oohrane, from Liverpool to Hongkong.

March 20, Springfield, from Cardiff to Hongkong.

March 20, Warrior, from Cardiff to Hongkong.

March 20, George, from Cardiff to Hongkong.

March 22, Birling (str.), from Cardiff to Hongkong.

March 24, Wigton, from London to Shanghai.

March 25, Teviot (str.), from London to China and Japan.

March 26, May Queen, from Cardiff to Hongkong.

March 27, Scindia, from London to Hongkong.

March 27, Fortuna, from Antwerp to China.

March 28, Isle of Erin, from Greenock, to Shanghai.

March 29, Commissary, from London to Hongkong.

March 30, Ognus, from Cardiff to Canton.

March 30, Elgin (str.), from London to China and Japan.

March 30, Yoka (str.), from London to Japan and Japan.

April 6, Rota, from Cardiff to Hongkong.

April 6, Sydenham, from Cardiff to Hongkong.

April 6, Priam (str.), from Liverpool to Shanghai.

April 6, Corea, from London to Hongkong.

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Glenorchy. Nankin.
Amboco. Altona.
Glenleyle. Gordon Castle.

Sailing Vessels.
Duke of Abercorn. Abby Cowper.
Kalsow. Malbrook.
James Shepherd. Ferdinand Brumm.
Kate Carmie.

At Liverpool.
Diomed (str.). Titan.
Henry S. Sanford.

General Memoranda.

THURSDAY, May 17.—

3 p.m.—Arrival of Amoy leaves for Singapore, Penang and Calcutta.

3 p.m.—Penite leaves for Singapore, Penang and Calcutta.

FRIDAY, May 18.—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Goods per Amoy undelivered after Noon, subject to rent and landing charges.

SATURDAY, May 19.—

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Sale of Stock-in-trade of the firm of Broadbent, Anthony & Co.

3 p.m.—Killarney leaves for Coast Ports.

MONDAY, May 21.—

Goods per Scindia undelivered after this date subject to rent.

TUESDAY, May 22.—

Noon.—British leaves for Singapore, Bishan, Sydney and Melbourne.

9 p.m.—Meeting of Victoria Lodge.

MONDAY, May 23.—

3 p.m.—Oriental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—Yesso leaves for Coast Ports.

Noon.—Taiwan leaves for Amoy and Tamsui.

4 p.m.—Amoy leaves for Shanghai.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.00 p.m.

MARRIAGE.

On the 3rd April, at the Parish Church, Knaresborough, Yorkshire, by the Rev. Canon Crosthwaite, assisted by the Rev. E. J. Ramskill, GEORGE MILDRED DARE, of Yokohama, Japan, to ANNIE DOROTHY CAROLINE, only Child of Edward Barnard, Esq., J.P., of the Cloisters, Knaresborough.

THE CHINA MAIL.

HONGKONG, TUESDAY, MAY 15, 1877.

ONE breach after another is gradually being made in the walls of Chinese conservatism, partly through pressure from without, and partly from a voluntary yielding within. Hitherto little or no personal and friendly intercourse has taken place between the foreign representatives at Peking and the ministers of the Tungli Yamen.

All communication between them has been limited either to official notes or strictly ceremonial visits, the latter of which, so far as visits from the foreign representatives are concerned, took place almost without exception at the Yamen and very seldom at the private residences of the Chinese ministers.

Although there have been a few exceptions to such arrangements with respect to other members of the Yamen than the Prince Kung, yet the residence of that exalted official has hitherto been a sanctum sanctorum, never profaned by the tread of the outer "barbarian." We now, however, hear privately from Peking that the Prince has lately issued an official notification to the effect that his private residence as well as the residences of his colleagues in the Yamen will be open at any time to friendly visits on the part of the representatives of the Treaty Powers.

Considerable importance will be without doubt attached to this new arrangement for facilitating intercourse between foreigners and Chinese in the Capital. It is said that the change is mainly owing to the diplomatic energy of the German Minister, Mr Von Brandt.

that he was employed in a cargo boat. He was at the Theatre yesterday, and saw the defendant take the shoes and hand them to another and then run away.—The defendant, who simply denied the charge, was sent to 14 days' hard labour.

SUSPICION.

Ng Lew Sow, a house-coller, was charged with having, on the 14th May instant, at Victoria, been suspected of stealing two dollars and twenty cents, the property of the complainant, a petty officer on board H.M.S. *Tamar*, named Thos. U. Scott. As the complainant did not appear, the case was discharged.

"KEEP THY HAND FROM PICKING."

Ng Ahong, a coolie, was charged by Baboo Jadoo, a watchman at the Novelty Works, with having in his possession two shovels belonging to the establishment. He saw the defendant pass by and pick up the things. The defendant said he used to work there and went to take a walk. He was sent to 14 days' hard labour.

NO PASS.

Leong Aman, Wat Ahow, Kwok Ahing, Cheung Afat, Cheung Afook, Chang Aping and Ching Achow, servants, were charged with being out without passes. The last defendant was Inspector Grimes' servant, who was sent by his master to take some clothes on board. He was consequently discharged, but the others were fined 25 cents each, or one day's imprisonment.

MORE "NO PASS."

Chun Amo and Luk Chen Yung, house coolies, were charged with being out without passes or lights. They stated that they had lights, but admitted they had no passes. Fined 25 cents each. Chung Ashih, a shop-coller, was found in the same plight, but was fined only 10 cents.

A DISTURBANCE.

Mak Ayat, a coal-coller, was charged by Chunda Singh, as follows: The complainant stated that at 7 p.m. yesterday, the defendant was causing a disturbance inside his house. At 8.30 p.m. the same noise was continued. The defendant was threatening stones at his antagonist, but they did not strike anybody. Fined \$3 or 2 days' imprisonment.

MORE DISTURBANCE.

Chun Aho, a prostitute, was charged by P. C. John Maxwell, with making a disturbance in her house at 7 p.m. on the 14th. There appeared to have been a row between the defendant and a seaman about half a dollar. The woman got to the street and made a great noise.—The defendant said the man gave her a dollar. Fined \$2, or 2 days' imprisonment.

ILLEGAL SALE OF MERCHANDISE.

Leong Ayik, a hawk, was brought up for having sold salt fish at the Praya. He was caught in this act by Appa Samy, P. C. No. 663. Fined 50 cents or 2 days' imprisonment.

MORE UNLAWFUL HAWKING.

Chung Ahow, a hawk, was fined 50 cents for hawking salt-fish in the street. Chan Ahai, a hawk, was fined \$1 for a similar offence.

CUTTING AND WOUNDING.

Almira Rodriguez, a young woman 19 years of age, was again brought up for having cut and wounded her father-in-law. The medical evidence proved a severe wound on the scalp, inflicted by a chopper as alleged. The defendant was sent to two months' hard labour.

DETENTION OF A CHILD.

Hu Chat Shang, a merchant, and Wong Ayow, a woman, were arrested on a warrant for having detained a female child, aged 7 years. It appeared that the first was the purchaser and the second the seller or go-between in the sale. Mr. Brecken, who appeared for the last prisoner, applied for an adjournment, and the case was consequently adjourned till the 16th inst. but the defendants were admitted to bail in \$500 each.

BAD COINS.

Ho Aohai, a coolie, was charged by Inspector Cameron, with having in his possession a number of bad coins, such as Mexican and other dollars. The base quality of the coins having been proved by the Sheriff of the Court, the case was committed for trial.

THE PROSPECTS OF TURKEY IN THE PRESENT WAR.

In reviewing a book under the above title, lately published by Major Russell, after alluding to former wars, the *Times* says:—

We have now come down to the present time and to the most important part of this volume, its estimate of the comparative power and resources of Russia and Turkey for war, and of the probable results of a conflict between them, taking into account, too, the relations of Europe. As to the military strength of the two nations, Major Russell has largely quoted from papers which appeared some weeks ago in these columns, but he has contributed some additional facts, and his general conclusions are, we think, trustworthy. In the first place, then, no doubt can exist of the superiority at present of Turkey at sea. She possesses, thanks to European loans, 20 excellent ironclads at least, and a considerable fleet of steam transports; and Russia could oppose to these only two monitors and a few frigates, in the Baltic, the only possible theatre of maritime operations in the supposed conflict. On the other hand, the power of Russia on land is so infinitely greater than that of the Porte, that a comparison appears to be almost idle. The armies of the Czar have not yet reached, indeed, the enormous dimensions they will attain when modelled from the Prussian pattern; and there is reason to suppose they are now suffering from the effects inseparable from a change of system. But, in the event of a war with Turkey, Russia, it seems certain, can array on the Pruth 250,000 men at least, with a reserve probably of equal strength, and can send beyond the Caucasus 150,000 more.

and these forces would utterly surpass their antagonists in military efficiency and worth. Against this formidable display of power it is doubtful if the Porte could place in line 100,000 men in Europe, and 100,000 in Asia Minor; and these troops would be, in a great measure, rude levies, ill-trained, and worse officered, and without proper appliances for the field. Nor does even this give a true notion of the relative strength of the supposed belligerents. The Russian armies would be probably swelled by contingents from Servia and Montenegro, and even from the Danubian Provinces; they would be upheld by a united Empire of from 70,000,000 to 80,000,000 souls, and their march on Turkey would be doubtless aided by a rising among its oppressed races. On the other side the Turks could rely only on the Mahomedan element in their dominions; they would depend for their resources in war on a population of 14,000,000; and, like all tyrannical castes, they would find themselves in the hour of danger exposed to the hate and vengeance of millions of injured subjects. From the narrowest military point of view, therefore, Turkey cannot on land be a match for Russia, and if larger considerations are borne in mind, the superiority of Russia is even more decisive.

Looking at these facts simply, we might imagine that a war between these long hostile Powers could at present have one result only—the speedy conquest of the weaker belligerent. But Major Russell shows, on the whole, clearly that even at this time a Russian invasion of Turkey is a critical matter, by no means promising complete success; and, though his conclusions might be more distinct, this is one of the most useful parts of his work. In the first place, the command of the sea by the Turks would prevent a descent on the shores of the Bosphorus, their most serious danger. Von Moltke thought; it would protect Constantinople for a considerable time; it would, to a certain extent, impede a Muscovite advance in Asia Minor, especially as the Straits were approached. It would probably confine the main attack therefore to the vast, difficult, and perilous theatre which extends from the Danube south of the Balkans. But if Russia were obliged to select this line, Austria, as Major Russell correctly points out, could interpose with decisive effect; having the means of throwing a powerful force on the flank and rear of the Russian armies, she holds, it has been aptly said, "the key of the chest; and no matter what Treaties were made, Russia, in an advance from the Pruth to the Balkans, would probably find it expedient to place strong detachments along the Austrian frontier, which would greatly reduce her powers for invasion. Let us assume, however, that Russia is able to break up from the Pruth with 250,000 men, supported by imposing reserves, and resolves to cross the Danube and assail Turkey, Constantinople being her real object; for no other prize, Major Russell insists, would compensate her for the cost of the effort, and otherwise, in fact, the war would be aimless. Two modes of operating would be then open to her; in all probability, in the case supposed, her army might pass the river at several points, concentrating at or near Hirsova, or it might unite its chief mass near Giurgevo; the advance being in either instance connected, perhaps, with a diversion from the Servian and the Montenegrin frontier. The main body would then make directly for Shumla, while the auxiliary would march on Sofia and descend the valley of the ancient Hebrus; the two columns effecting their junction at a point to the north of Adrianople, and moving thence through the Roumelian plains, backed perhaps by a Christian insurrection, towards the Imperial city which would lie before them. Major Russell evidently thinks that the Turks would scarcely be able unaided to offer an effectual resistance to such an invasion. The line of the Danube, he plainly assumes, would have to be given up at once; indeed, otherwise, the proposed plan of assembling divided corps at Hirsova would be obviously contrary to sound principles. The Turks, he believes, would attempt a stand at Shumla, but he does not augur success from the effort; for, besides that the defensive power of Shumla and its entrenched camp has greatly diminished, he has no faith in the Ottoman Army, or in its ability to fight a well-appointed enemy. The barrier of the Balkans, too, he considers, would not be very formidable; the passes are by no means difficult. To make a proper use of these as an obstacle requires a force of a very different kind from the sluggish and feeble Turkish levies, and the range would be almost certainly traversed or turned before long by the hostile mass, which would, it is assumed, advance from Sofia. The celebrated positions on the narrow isthmus at the Chekmeged, near the shores of the Bosphorus, which, it is said, twice saved the Empire of the East, would, no doubt, still afford a line of defence that might be made enormously strong; but if the question depended only on the unsupported power of the Turkish Army, Major Russell does not conceal his opinion that they, too, would at last be carried.

It does not, however, follow from this that the conquest of Turkey would be easy, still less that Russia would succeed in bringing the city of Constantinople within her grasp. Notwithstanding the recent construction of railways—these lines, according to Major Russell, are ill-furnished, and badly designed—the gathering together of the Russian hosts must be an affair of several months; space and distance still weaken the hostile movements, and retard the strokes of the North. It is scarcely probable that the 250,000 men required for an invasion of Turkey in Europe could be on the Pruth prepared for the field before the month of April or May, and weeks would be still needed to bring up the reserves and other appliances for a trying campaign. Should the first line be ready by the 1st of May, it would take seven weeks in attaining Shumla should Hirsova be the point of assembly, and about a week more in the case of Giurgevo; and this, too, on the assumption only that the Turks would not defend the Danube, or even attempt to retard the invaders. Major Russell calculates that less than a month would then see the Russians across the Balkans, and the junction effected with the column from the West; but even supposing no battle was fought, this time seems to us much too short, if we assign any value to the Turkish Army, and the operation would probably take six weeks. Allowing a fortnight for the advance from Adrianople to the neck of land on the Bosphorus, it would not be far from the end of August when the invaders would touch the last line of defence behind which Constantinople stands, and where, we may assume, the Ottoman Power would collect itself for a final effort. Now, during the three months, or three months and three weeks, that would be occupied by this prolonged advance, even on the most favourable supposition for the Russian Army would be expected to the climate that ruined the force of Dido; it would find great difficulties in obtaining the means of subsistence in various parts of the country; it would be compelled to make large detachments to cover its communications, and to mask the fortresses which it would have found on its way to the Danube; and, accordingly, it would be greatly reduced in numbers and really effective power before it attained the scene of the decisive struggle. Making every allowance for reserves and supports, Major Russell appears to be of opinion, that about 150,000 men might be expected to reach the Chekmeged, and from what we know of the campaign of Torres Vedras, and still more, of the march on Moscow, we believe this would be a high estimate. Can we suppose that during the many weeks which would have elapsed since the war had begun, the Turks would have been so famous as not to have fortified these intrenchments, which can be rendered well-nigh impregnable, and, if so, would the Muscovite force be sufficient to carry them by assault, the only operation possible to it? If the Turkish levies were the only defenders, we might conceive that it probably would—the point, however, is very doubtful—but the Turkish Fleet, it must be borne in mind—a fleet which Major Russell omits—could here certainly play an important part, by harassing and vexing the assailant's flank; and the Turkish population of the threatened city—would assuredly offer a savage resistance, which, even if it might not prove fruitless, Constantinople would be still untaken, and no one can read Von Moltke's work and not see that this celebrated place, if the Ottoman Government were not overthrown and the inhabitants allowed recourse and spirit, could still make protracted defence against an army not prepared for a siege.

On the whole, then, an invasion of Turkey by the Danube is a critical movement, and we are far from satisfied that, though unaided, the Turks could not even now hold Constantinople against a Russian attack. Major Russell, however, does not dwell on what, in the existing state of Europe, is the most important element in this question; we shall say only a word on it. If Constantinople, and nothing else, was to be the object of Russia in a campaign, she would most assuredly fail in her purpose; the Great Powers would not allow the Imperial City to be in her hands, and, of all places, it is the most capable of a successful defence against Russian aggression. We have not space to comment on this; it is only necessary to read the masterly chapter of Von Moltke upon the subject, and we should add, the improvements in modern warfare would be here all in the defender's favour; in the case of the present, therefore, the question is suggested by this great question:—The military superiority of Russia is so vast as compared with Turkey, that in the event of a war between them, the Porte, humbly speaking, must be worsted. To invade the Empire, however, even in its decay, especially by the line of the Danube, the only way now open for a real attack, is an operation of extreme difficulty; the jealousies of Europe, space, and climate would combine to check the assailant's progress; they would perhaps render it wholly nugatory. That Russia could conquer Turkey, even if she had no ally, appears, on the whole, to be very doubtful; and it is far from certain, as affairs now stand, that Constantinople would fall before a Russian army, even were the Turk its only defender. But if the city were threatened by Russia, the Great Powers would at once intervene; their interference would, beyond question, preserve the place from any real danger, and probably send the invaders behind the Balkans. In any case, therefore, a war with Turkey must, as far as we can see, be for the Czar a dangerous and unprofitable affair; and the grand prize which only would repay his efforts would assuredly never come into his hands. Peace, accordingly, even from her point of view, would seem to be Russia's true policy; the game of arms would not be worth the cost, in her own position and in that of Europe, and she will better promote even her own ends by waiting for what must happen at last—the final dissolution of the Ottoman Power. This event cannot be far distant; the alliances which have sustained the decaying fabric are, we have seen, not founded in the nature of things, or necessarily likely to be permanent; the independence of the tottering Power, as we have pointed out, has been long a phrase, and forces are now developing themselves, which must ultimately cause the Turk in Europe to be no longer the holder of the Empire.

A WORD TO SHIPMASTERS.

The cry that our race of English mariners is rapidly and seriously deteriorating is one to which the ears of the public must have grown tolerably accustomed during the last few years. We are constantly being told that the enormous development of our merchant shipping has not been an unmixed blessing, and that although an improvement may have taken place in our ships, there has been a corresponding decline in the quality of the men who man them. The hardy tars immortalized by Dibdin are said to have been succeeded by a class inferior in ability and seamanship, and remarkable for their vices rather than their good qualities. For our own part, we think that the evil has been exaggerated, yet, if we may judge from the number and unanimity of the complaints that are being raised, it can be by no means an entirely imaginary one. We doubt whether seamen have actually deteriorated. We rather think the fault is that they have not kept pace in improvement with men of other trades; and that now, as of old, the majority of "sea dogs" go to sea, shipowners and shipmasters all seem to think that the quality of the crew who work their vessels is at a lower ebb than at the present day than it has ever before reached, and that every day the difficulty of obtaining thoroughly efficient seamen is becoming greater; but we must not forget that this has always been the cry. There always was a golden age, when men were brave and women virtuous; but whatever previous sailors may have been, there is no doubt that, as times go, many of our present seamen are very bad, and that they cause more loss of ships and life than all the "murderous shipowners in the world."

Bearing in mind the above consideration, we will now proceed to point out some of the

causes which would of itself, at any rate, bring good seamen down to a level with the bad, and therefore, elevate the bad to an undue position. It would, perhaps, be difficult to trace the whole extent of the alleged deterioration, to any particular cause. The chances are that it has arisen from a variety of causes combined. The great development of the steam trade has, no doubt, largely assisted in lowering the standard of professional capacity and ability of our seamen. A steamship may be worked with a crew (excepting, of course, the engineers) that would be utterly worthless on board a sailing vessel, where practical knowledge and seamanship are required. But apart from this, and apart from any other cause that may have been undermining the good qualities of our sailors, there is an evil at work to which the attention of shipmasters should be especially directed, since it is one that has only within the year power to remove it. We refer to the almost universal practice of indiscriminately giving "V. G." discharge certificates to good and bad men alike. Rightly used, the certificates that are given to seamen on their being discharged from their vessels would become not only a means of protection to shipmasters themselves against imposition, but also the means of raising the characters of the men, by inducing them to make an effort during the voyage to gain a satisfactory discharge. Instead of this, these certificates have become comparatively useless. Their possession is by no means a guarantee as to a man's real worth, as, from the reckless manner in which they are distributed in the present day, the most incompetent lubber that ever stood on a ship's deck is almost as certain to obtain a first-class discharge as though he were a model of perfection. Hence it is that men become careless and indifferent, and discipline becomes relaxed. The most worthless characters come to look upon the "V. G." as their right, and feel themselves insulted if they are reported simply as "good." And this unsatisfactory state of things has arisen solely from the lack of a little moral courage, or from the exercise of too-generous good-nature on the part of the masters of vessels. The latter feeling has, no doubt, a very deep influence in the matter. At the end of a long voyage there is a natural inclination to let bygones be bygones, and the result is the presentation of first-rate certificates to good and bad alike. This exercise of generosity is doubtless accompanied by the reflection that the donor is not likely to be troubled by his bad characters again. He has sailed with them once—he knows and will remember them—let them go where they will. And so they go, and by the aid of the "V. G." certificates he has given them the old tale of imposition is commenced again.

It must be acknowledged that the question of withholding the "V. G." certificate is not always one of merely restraining a good-natured impulse. It is not unfrequently a physical courage is necessary on the part of a master who determines to describe each man according to his worth. Some of the worst and most daring specimens of seamen are not only abusive, but actually threatening if offered anything less than first-class certificates of discharge. They have become so accustomed to receive the "V. G." that when they have to deal with a man who is sufficiently conscientious and courageous to describe them as they deserve they grow indignant at the supposed injustice, and hold out threats of violence towards their detractor. But if every master would resolve to do his duty, threats of this kind would soon become rare, and what is more, characters of this description would become equally scarce in the service. There can be little doubt that if shipmasters made it an invariable point of honour to describe each man of their crews exactly as he had been found during the voyage, the quality of our merchant seamen generally would soon have a marked improvement. But even if this were not the result, the possession of a "V. G." certificate would at least be a protection against worthless incompetency, instead of a delusion and a mockery as it is under the present system.—Shipmasters are loud in their complaints against the race of seamen they now have to work their vessels with, but we cannot impress upon them too strongly that the remedy lies in a great measure in their own hands. If they would only make a practice of issuing really honest certificates they would be laying the foundation of a reform, the necessity for which is known to none better than to themselves. They should remember that in giving a good certificate to a bad seaman they are committing a double injustice. They are injuring the deserving man by greatly lowering the value of the "V. G." certificate he has just earned, and they are deceiving—so far as the certificate possesses any real significance—the next employers of their worthless hands.

Unfortunately, there seems to be but very little *esprit de corps* among shipmasters on this point. Too often the little exercise of generosity that accompanies the bestowal of a false character is accompanied by the selfish reflection that if anyone suffers in consequence it will not be the giver. And we have even heard of cases where masters have deliberately given false characters with a view to deceiving others, simply because they themselves had been deceived. No doubt such instances of stupid revenge as this are rare, but we have every reason to believe that the practice of conferring "V. G." characters upon worthless seamen is fast becoming a general rule. This is much to be regretted by all who feel an interest in the welfare of our merchant service. Put to their legitimate use, these discharge certificates would be a simple, yet sure, means of rewarding the deserving seaman by enabling him to select the best class of engagement, of punishing the worthless hands; yet the attainment of all these ends is being frustrated by the shortsighted practice referred to. We are inclined to think the evil has arisen chiefly from want of reflection on the part of shipmasters. As a class, they are not men who are likely to be deterred from doing that duty by the fear of a few ungrateful words at the discharge table, and we appeal to them to change that every time they have occasion to describe a man's character they are performing an act which is bound to have an influence, one way or the other, upon the entire class of merchant seamen. A false certificate is a direct encouragement to incompetency, and a corresponding discouragement to real merit, while a truthful description of character has the very opposite effects. These facts are so patent that it seems a work of supererogation to point them out; yet, in spite of all their deafness, they seem to be running great risk of being ignored in the present day. We ask those whose business and duty it is to remember them, to bear them well in mind, and to put in mind also that for every false

certificate they give they render themselves liable to a penalty, at the same time as forgetting that the Board of Trade are now Public Prosecutors, with a Law Department of their own.—*Nautical Magazine*.

LONDON GOSSIP.

(Pioneer).

Let me tell you another recent thief story, of which the truth is known to a good many people, and which has nevertheless not yet found its way into print. The Rev. Mr. Leakey is vicar or rector of the parish of Parracombe in, I think, Devonshire. Now the church of Parracombe, though an ancient and interesting one, is for these lazy days inconveniently situated, standing, as I am told it does, in solitary dignity on the top of a steep hill. It is, moreover, now sadly out of repair. Under these circumstances the rector (or vicar) and parishioners thought that it would be a good thing, if it could be managed, to build a new church down in the plain near the inhabitants, rather than spend almost the same sum in repairing the old one, which was convenient to nobody and inaccessible to some. The Archdeacon and Bishop acquiesced, and the only remaining difficulty was to get the money. Mr. Leakey contrived to collect about £500 in the neighbourhood, but this would not go a quarter of the way to building the church; so there was nothing for it but to try to get some more money somewhere else than at Parracombe. He thought there was no place like London. A collection of two in London churches, and a few subscriptions from munificent London churchmen, and the thing would be done. Accordingly, the vicar, instead of taking his holiday to the seaside or the continent, determined to devote it to pious mendacity in the metropolis. Armed with letters of introduction and recommendation from the Bishop, Archdeacon, and Rural Dean, as well as from private friends, to influential or charitable people in London, and probably provided with one or two moving sermons, which he hoped to be allowed to deliver from London pulpits, he started via Bristol for the modern Babylon. At Bristol he had to change trains, and there he saw with his own eyes his portmanteau safely shifted into the luggage van of his new train. That was the last he ever saw of it. On looking for it among the passengers' luggage at the Paddington station, it was not to be found. The next six and thirty hours were spent chiefly in telegraphing (vainly) to Bristol about his portmanteau, and with more result to Parracombe for an alternative supply of linen and clerical uniform. But the loss of the introductions, recommendations, and list of likely donors was for the moment irreparable. An attempt all he could do was to write down from memory such names and addresses as he could recollect, and make his calls without the assistance of his letters of introduction. On the second day, therefore, after his arrival in London, he courageously sallied forth, less satisfied (we may be permitted to conjecture) with the correctness of his clerical costume than he might have been but for the loss of that portmanteau, and paid his first visit to a clergyman of distinction with whom he had some previous personal acquaintance. The latter, on hearing Mr. Leakey's account of his loss, kindly volunteered to accompany him to one or two of the addresses for which he was bound. It was very lucky he did, or Mr. Leakey might have found himself in a very equivocal position. The first visit they paid was to the incumbent of a fashionable chapel-of-ease with whom Mr. Leakey's friend was acquainted. But on Mr. Leakey's name being mentioned on introduction, the gentleman on whom they were calling called out:—"Why, bless me! a gentleman calling himself Mr. Leakey came to me yesterday asking for the use of my pulpit to preach the cause of his parishioners at Parracombe who want a new church. Who was he? Is he a brother of yours?" "No, indeed," said Mr. Leakey, "I believe he was only the gentleman who has stolen my clothes." And then he told the story of his portmanteau. "Well, really!" exclaimed the London incumbent. "I remember now that I thought his views on some church matters rather dishevelled. But he brought such strong letters from Bishop Temple, and his (or rather your) archdeacon that I could have no suspicion as to his respectability. I told him that I could not give him a Sunday for purposes of collection for months to come; and so I made a shabby compromise (as I thought it) by giving him a couple of guineas on my private account." I might continue this story, but I have already been so long-winded over it that I had better conclude it here.

While, however, I am on the subject of thieves I must do justice to their occasional kindness and considerateness. A connection of mine, a young and well-to-do widow, had her pocket picked a week or two since. Her loss consisted of a seal-ring purse containing two sovereigns and some silver, a card-case, a small key, and a ticket of the Civil Service Co-operative Stores. The next day she received an envelope duly stamped containing the key and the Co-operative Store ticket, neatly folded in paper. The thief had evidently thought the want of these articles might put her to inconvenience. I call that man a very superior person for his profession. Of course he had not considered it necessary to return the money. Nor was it. As I have said, the lady is very well off, and the loss of a couple of pounds did not distress her, but she was greatly disturbed by the retention of her card-case. "It is so horrid," she said, "to think of those people having one's cards. There is no knowing what use they may put them to. I think I shall have to leave my house."

LITERARY DASH.

A great deal of brilliant work has been done at a dash, and is still done. Byron wrote "The Corsair" in ten days, at the rate of two hundred lines a day, and sent it to press as it was written, publishing it with hardly a correction. Lopes de Vega wrote three hundred dramas for the stage in one hundred days, upon the principle upon which an athlete now and then walks one hundred miles in one hundred hours; and it has been reckoned that the average amount of his work was nine hundred lines a day. Voltaire wrote "Zaire" in three weeks, and "Olympie" in six days; Dryden wrote his "Ode to St. Cecilia" at a sitting. The finest of Elizabeth Barrett Browning's poems, "The Lady Geraldine's Courtship," was written in twelve hours. It was written to complete the original two volumes of her poetry, and to be sent out with her proofs to America. As a rule the best work is not to be done in a dash in this style. "What do you think of Olympie?" Voltaire asked one of his friends after the work was published; "I

wrote it in six days." "You should not have rested on the seventh day," was the answer, and the answer was wise as well as witty. Shakespeare was not one of those slap-dash workers; and Shakespeare, with his thirty-four plays, has conquered the world. Dickens, when he intended to write a Christmas story, shut himself up for six weeks, lived the life of a hermit, and came out looking as haggard as a murderer. Tom Moore, with all his effervescence and sparkle thought it quick work if he added seventy lines to "Lalla Rookh" in a week, although living out of the world in a writing box in the Peak. Planche produced his burlesques at an equally slow rate, thinking ten or thirteen lines a day good work. The author of "Caste" and "School" was one of the slowest of workmen. Even Albany Fonblaque often wrote his articles in the *Examiner* six times over before he thought them fit to go to press—and sometimes ten times over. Heyworth Dixon, it is said, wrote and re-wrote his "Two Queens" eight times. That exquisite trifle of Kinglake's "Eothen," was re-written five or six times and kept in his desk almost as long as Wordsworth kept "The White Doe of Rylstone," and kept like that to be taken out for revision and correction almost every day. And that is the way in which good honest work—work that is to be read to-morrow and the day after to-morrow—must be written. Scotts and Scribbs only turn up once in a century.

The literary and scientific world may be interested to learn that Shakespeare's "Julius Caesar" has been translated into Telugu by Vavilala Vasudeva Sastry. The Curator of Books informs us that this is "the first and a fair attempt" at a metrical translation of Shakespeare into this language.

THE *Great Eastern* is once more to be fitted out for sea. She will, it is said, carry cattle from America to England. This trade is one of great magnitude, as is shown by the fact that in the second week in February no less than 1,200,000 lbs. were sent to Liverpool from New York. The only question as to the efficiency of the *Great Eastern* is as to the return cargo. She will find it impossible to compete with smaller vessels, which are always sure of a full cargo going and coming.

The King of Burmah is said to be about to establish a paraffin oil manufactory at his capital. We are also told that he intends starting garrises at Mandalay, and that forty will be shortly imported from Rangoon to ply between the steamer's anchoring place and the Royal City.

A LETTER from St. Petersburg in the *Allgemeine Zeitung* says that the Grand Duke Nicholas has issued an order of the day which is interesting as an indication of the efficiency of the Russian troops on the Pruth. In the middle of last month the Grand Duke ordered one of the cavalry brigades under his command to make a forced march from Kischineff to Odessa. The brigade, led by the chief of the general staff, and accompanied by a battery of Don Cossacks, left the headquarters of Kischineff on the 12th of February, and after a three days' march, it arrived at Odessa on the 14th, at 2 p.m. The length of this march was 178 kilometres, ninety of which were completed on the first day, and the whole distance would have been performed in two days if the weather had not been so unfavourable, the soldiers marching nearly the whole time in a storm of wind, hail, and snow, and on roads slippery with ice. Notwithstanding all these difficulties, the troops showed no signs of fatigue, and not a single man fell out. The Grand Duke Nicholas, in the order of the day above referred to, expresses great satisfaction at the result of the experiment, and says that "it is only such troops as these that would be fully equal to the performance of one of the most important tasks of cavalry—namely, to appear before the enemy and beat him where they are least expected." The Grand Duke, who has for many years been Inspector-General of Cavalry, is known to be very partial to that arm of the service, and it is believed that if war should break out he will so arrange his strategical manoeuvres as to give the widest possible scope for the employment of the large cavalry force under his orders.

Quotations.

HONGKONG, May 15, 1877.

OPIMUM—New Patna, cash...	\$605
" Old Patna, cash...	570 a 575
" New Benares, cash...	570
" Old Benares, cash...	567 a 560
" New Malwa, cash...	567
" Old Malwa, cash...	567
" Allowance Tael, 12 a 24	
" Old Malwa, cash...	595
" Allowance Tael, 40 a 60	
CAMPORH...	18.80 a 18.60
QUICKSILVER...	59 a 60
SALT-PETRE...	6 a 6.60

Exchange.

Bank, on demand...	3/11
" 30 days' sight...	3/11
" 60 days' sight...	4/0
" 90 days' sight...	4/0
Documentary, 6 months' sight...	4/0
Bombay...	226
Calcutta...	226
Shanghai, demand...	752
" 30 days' sight...	744
Bar Silver, 17 dwts. B...	84 prem.
Mexicana...	3
Gold Leaf...	25.80
English Sovereigns...	4.98
Australian Sovereigns...	7.4.9
Discount...	7 a 9

Shares.

Hongkong Bank, 21 % prem.	
Union Ins. Society of Canton, \$750	
China Traders' Ins. Co., \$2,475	
Chinese Insurance Co., \$230	
H.K. Fire Ins. Co., \$537 1/2	
China Fire Ins. Co., \$144	
H.K. & W. Dock Co., 35 % dia.	
H.K. & M. S. Boat Co., 9 % dia.	
Shanghai Steam Navigation, Tls. 304	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$55	
Chinese Imperial Loan, £103	

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 15, 1877.	
BAROMETER—9 A.M.	30.078
" 1 P.M.	30.080
" 4 P.M.	30.040
THERMOMETER—9 A.M.	84
" 1 P.M.	84
" 4 P.M.	81
Do. (Wet bulb)	81
Do. 1 P.M.	83
Do. 4 P.M.	82
Do. Maximum	83
Do. Minimum over night	80

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Secretary.

Hongkong, November 1, 1871.

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If required, protection will be granted on first claim lives up to £1000 on a Single Life.

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Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

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MELOHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, January 4, 1877.

CHINESE INSURANCE COMPANY.

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OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

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Agents.

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ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER.

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 3, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ZAMBESI, Captain SIMONS, will leave this on SATURDAY, the 19th May, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, May 11, 1877. my19

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ,

ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also,
FONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 26th May, 1877, at Noon, the Company's S. S. MEIKONG, Commandant FOACHE, with MALES, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.

Cargo and Speed will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., and parcels until 3 p.m. on the 26th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUY,

Agent.

Hongkong, May 12, 1877. my28

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

and

ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be dispatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 27th inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 15, 1877. my28

Intimations.

AH YON,

SHIPS' COMPLETORS AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr. CHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

Intimations.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ARYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 18, 1877. mcl9

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 percent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,

Manager.

Hongkong, February 23, 1874.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Lun Hing Street; Oni Heng Low Hotel, Lun Hing Street; Kwong Tin Fat Shop, Yan Teal Street; Mr. Sit Chuen Fan, Tung Wen Kwai; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong; Mook Kek Street.

Foochow.—Mr. Yu Ching Cheong, Foo chow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kue shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Poong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express concerns who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY BATH, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Intimations.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.

Hongkong, March 25, 1877.

NOW READY.

YUEN-SHUI: or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ERTEL. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. Lane, Crawford & Co.

Hongkong, July 21, 1873.

A NEW STOCK OF NEXT JOBBING TYPES

HAVING BEEN RECEIVED FROM ENGLAND,

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION

AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,

assorted colours.

MENU CARDS,

In Gold & Coloured Borders & Patterns

—:—

BOOKS BOUND IN APPROVED PATTERNS.

—:—

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY, CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, BILLS OF SALE, LOG BOOKS, WILLS,

&c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL Office.

To Let.

TO LET.

NO. 3, PRICILLI TERRACE, ELGIN STREET, with Immediate Possession.

Apply to

LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. Kinn.

Blissie Villa, Pok-fo-lum, Furnished.

DAVID SASSOON, SONS & Co.

Hongkong, February 15, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House and Offices No. 1, D'Almeida Street, at present in the occupation of Messrs. DOUGLAS LAFFRAIK & Co.

Apply to

DOUGLAS LAFFRAIK & Co.

Hongkong, November 17, 1876.

TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BONNE COMPANY, LIMITED.

Apply to

TURNER & Co.

Hongkong, May 10, 1877.

TO LET.

FIRST FLOOR of No. 31, QUEEN'S ROAD CENTRAL. Three Rooms. Over

ARKING & Co.'s Furniture Store. Immediate Possession.

Hongkong, May 8, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 12, 1877.

At 1110 Cash per Dollar Mexican.

Exchange, Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, catty 150 140

" Ro